CHINATOWN

AREA REDEVELOPMENT PLAN

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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PUBLISHING INFORMATION

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NOTE: The "Chinatown Area Redevelopment Plan" (A.R.P.) is accompanied by the "Chinatown Handbook of Public Improvements" (The Handbook) in order to establish both a statutory policy framework and a non-statutory outline of projects with priorities assigned. Due to this approach, this "A.R.P." does not conform with the format Council adopted on April 25, 1983, although the same components are present. The poster attached to the A.R.P. represents an attempt to translate the future plans for Chinatown into a more accessible format.

I. EXECUTIVE SUMMARY

A. Overview

In 1984, City Council approved land use and development controls for Chinatown and directed that an "Area Redevelopment Plan" be prepared. The "Chinatown Area Redevelopment Plan" will provide a statutory framework to guide the future development of the community. In conjunction with the "A.R.P.", the "Chinatown Handbook of Public Improvements" is the implementation arm of the overall planning strategy with the flexibility of its non-statutory status. The recommended policies in the "Chinatown Area Redevelopment Plan" are briefly summarized below.

B. Chinatown Objectives

The "A.R.P." sets forth the following fundamental objectives for Chinatown:

- to foster a viable physical, social and economic environment incorporating both commercial and residential uses;

- to provide for an enhanced set of public systems related to open space, and the circulation of pedestrians and traffic, as well as providing services to the Chinatown community.

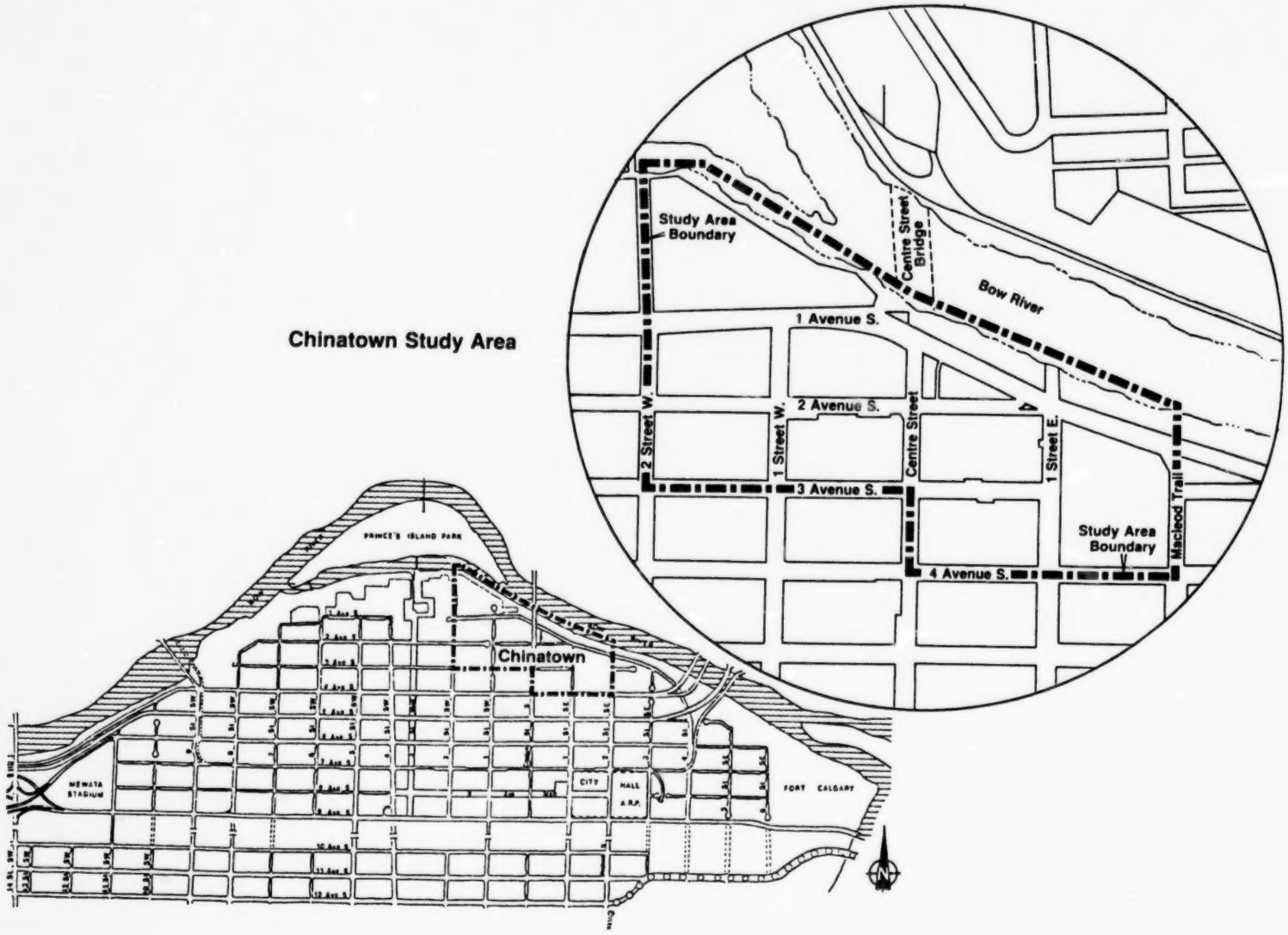
C. Land Use and Development

Future development in Chinatown shall continue to allow for a mixture of commercial, residential and cultural uses. In the Core of Chinatown, the guidelines allow medium to high density projects similar to the existing successful developments witnessed in the recent past. At the perimeter of Chinatown, there are higher density commercial land use guidelines in recognition of existing projects and land use designations along 4th Avenue South. On the blocks bounded by 1st and 2nd Streets West and 2nd and 3rd Avenues South, distinct sites have been created for commercial development, residential projects and public park space. The privately owned Riverbank lands to the north of these blocks retain their existing commercial designation and will be the subject of a further special study while the public lands shall provide open space in the future.

D. Public Improvements

The public systems plan (illustrated on the attached poster) provides the basic framework within which all future improvements are to be implemented. The Chinatown Improvement Fund, financed by off-site contributions from developments in conjunction with a cost-sharing formula between the City and the adjacent owners, will provide a basis for financing future public improvements in addition to any other Civic budgetary allocations or private development-related improvements. The issue of public and private parking provision is reviewed with strategies outlined, including a cash-in-lieu payment system.

Chinatown Study Area



II. INTRODUCTION

For nearly a century, Chinatown has been a unique area in Calgary's Downtown. After two unsuccessful attempts to establish in the vicinity of the C.P.R. tracks, the community established a permanent foothold in the Centre Street and 3rd Avenue South area in 1910. Over the years, the community has tenaciously defended Chinatown's right to exist and to evolve as a unique and important neighbourhood within the context of Downtown Calgary.

In 1976 the "Chinatown Design Brief", in concert with the tri-level Neighbourhood Improvement Program, provided the stimulus for significant redevelopment, signaling a new era and higher profile for the community. The quality of these new developments attests to the strong commitment felt for Chinatown and has served to highlight the contrast between the newer private development and the outmoded public systems which adjoin them.

Public systems and public improvements constitute the central new thrust of the "Chinatown Area Redevelopment Plan" and the "Chinatown Handbook of Public Improvements", its non-statutory companion. Through the comprehensive set of land use redesignations approved in 1984, Council established the rules for land use and density for development in the community. The "A.R.P." provides the land use and development objectives to guide the community's future and to support the implementation of the guidelines relative to individual projects.

Centre Street Looking Southeast

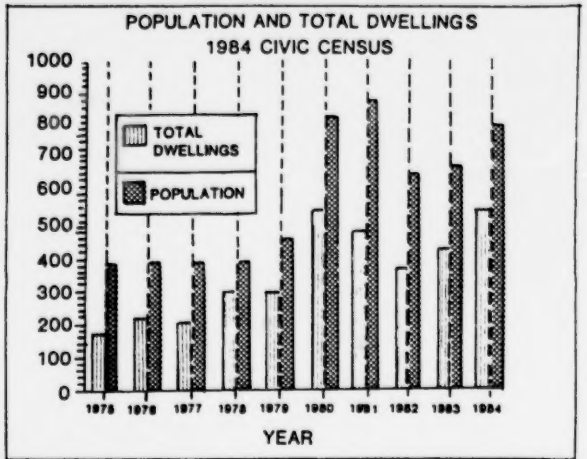
2 Avenue S.W. Looking Southeast

A. Community Overview

Comprising one-twentieth of the total Downtown area, Chinatown has become an extraordinary City-wide attraction. While its base of support remains the Chinese population within the City, its clientele continues to expand. The Core of Chinatown between 1st Streets West and East consists of:

- 78 businesses, 23 of which are restaurants, and
- eight major housing projects comprised of 542 units, with a resident population of about 800 people.

Subsequent to Council's official recognition of the area as a community in 1974, its growth accelerated dramatically and today it boasts a very healthy business sector and a significant resident population. These various uses co-exist to produce perhaps the most unique and diverse enclave of cultural activity, business and housing within the City. Chinatown today is clearly one of the few areas where business and entertainment are thriving throughout the day, evenings and on weekends.

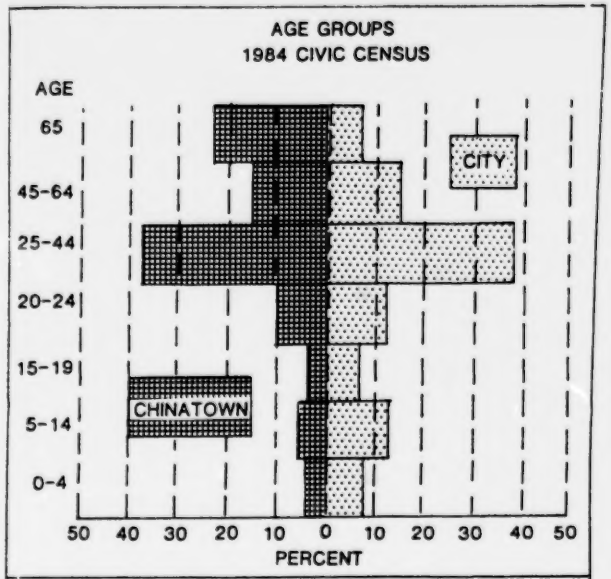


POPULATION AND TOTAL DWELLING UNITS

From a social perspective, there also exist within Chinatown:

- 25 tongs (family associations);
- ten societies;
- four newspapers;
- two churches;
- one Chinese public school.

These less apparent but very important activities in the community provide the cohesive element by which the culture is fostered, the traditions maintained and to which those in need can turn for assistance.



AGE GROUPS

B. History of Chinatown Planning Process

1. Early Years (1910-1972)

   Until the early 1970's, Chinatown slowly evolved without any formal planning studies or policy framework. In 1966, the "Downtown Master Plan" proposed the construction of a parkway road between 2nd and 3rd Avenues South. The Chinatown community mobilized in opposition to the proposal and organized the Sien Lok Society.

2. "Chinatown Design Brief"

   In 1973, the Chinatown Development Task Force was organized to work with the Planning Department to prepare the "Chinatown Design Brief" and to be involved in the area's tri-level Neighbourhood Improvement Program, commencing in September of 1974.

   City Council approved the "Chinatown Design Brief" in 1976 providing the planning policy framework within which the community witnessed an unprecedented period of growth. In addition to the needed new housing stock, the "Design Brief" influenced the creation of Sien Lok Park, a City land acquisition program, and improvements to the Riverbank adjacent to Chinatown. By far the most important contribution is that the "Design Brief" established Chinatown as a legitimate community and served to raise the consciousness of all citizens regarding its enriching presence in the City.

3. Recent Planning History (1977 to 1985)

   In February 1979, Council approved the "Downtown Plan" which established a general policy framework for more detailed policies and implementation strategies for Downtown including Chinatown. Previously, the "Chinatown Design Brief" had established a specific set of land use and density recommendations with an appropriate implementation strategy; however, this had not been initiated by 1979.

   From 1979 to 1981, the Planning Department prepared the "Proposed Downtown A.R.P." including more detailed policies for Chinatown. Instead Council established a non-statutory planning framework for all of Downtown except Chinatown by approving the "Core Area Policy Brief" in October 1982. In recognition of Chinatown's unique situation, Council instructed the Planning Department to engage an outside consultant to hold planning workshops in the community.

   Based on the results of the workshops conducted by Gerald Forseth Architects in March 1983, City Council instructed the Planning Department to establish a broadly based committee to resolve the outstanding issues of land use and density in July of 1983. In September of 1983, two committees were struck with the following composition:

   Corporate Committee

   Representatives of:

   - Canadian Superior Oil Ltd.
   - Eau Claire Estates Ltd.
   - Financial Trust
   - Greyhound Lines of Canada

Community Committee

Representatives of:

- Chinatown Development Foundation
- Chinatown Rate Payers Association
- Chinatown Small Business Association
- Chinese Cultural Society
- Chinese Pentecostal Church
- Chinese Public School
- Chinese United Church
- Sien Lok Society
- United Calgary Chinese Association

In June 1984, City Council approved a report entitled "Chinatown Issues Related to Land Use" and approved new land use designations for all the major corporate properties in Chinatown, except the Greyhound site for which a special study was indicated with the existing land use designation retained. In October 1984, Council approved new Direct Control District guidelines for all the community Core lands, setting the stage for the preparation of this "Chinatown Area Redevelopment Plan". Based on Council's direction, this "A.R.P." has been prepared in consultation with the Community Committee with reports circulated to the members of the Corporate Committee and other interested parties.

View Eastward From Centre Street Along 3 Avenue S.E.

III. CHINATOWN LAND USE AND DEVELOPMENT

A. Objectives

The Chinatown planning process has been guided by the broad goal of ensuring a viable physical, social and economic environment for the development of housing and, of equal importance, to encourage the commercial activities commonly associated with Chinatown. This broad goal has been addressed by different approaches to lands within the Core of the community and those on the periphery adjacent to the Downtown's central core and the Riverbank.

The more specific objectives are as follows:

1. to establish a set of land use and development controls for the Core of Chinatown, which:

    a. reinforces the role of retail and entertainment uses throughout the community,

    b. ensures the future viability of housing as an important element in the success of the community,

    c. provides for the special needs of Chinatown residents, especially the senior citizens,

    d. contributes to the improvement of public systems and the creation of new public open spaces,

    e. addresses environmental concerns to ensure development is sensitive to the human scale and that there remains sunlight access to important public areas,

2. to establish a set of guidelines on the major properties peripheral to the community's core which are compatible with and complementary to it and address the proximity of these sites to the Downtown commercial core, Eau Claire and the Riverbank.

B. Summary of Land Use and Development Controls

Based on these goals, the land use and development controls were formulated and approved by City Council in June and October of 1984 as outlined in Table No. 1 with specific sites identified on Map No. 1. This Table constitutes a summary only; for more complete information, the individual by-laws and districts must be consulted.

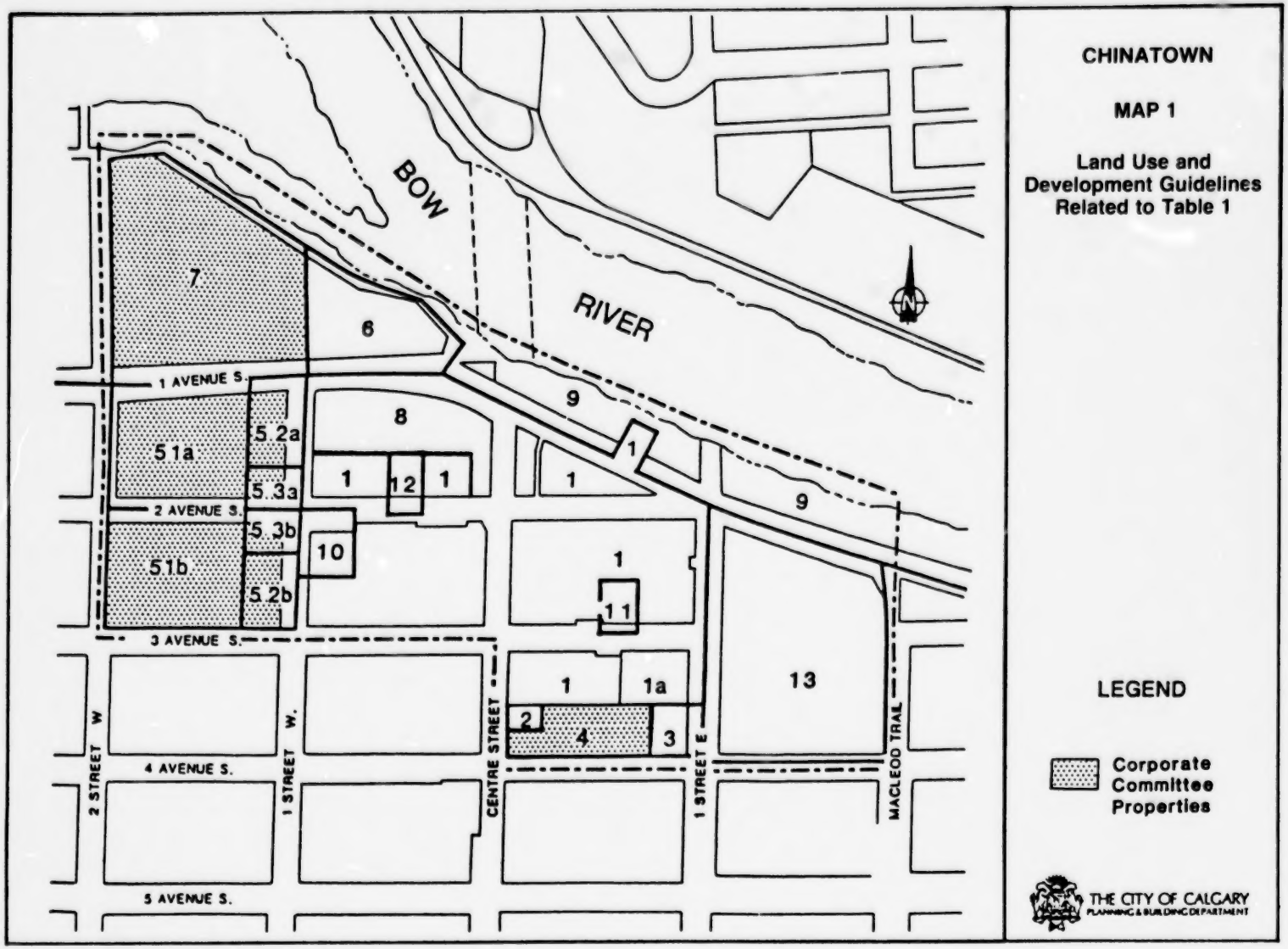

CHINATOWN
MAP 1
Land Use and Development Guidelines Related to Table 1
BOW
RIVER
7
6
8
9
1
12
10
11
13
1a
2
4
3
5.1a
5.1b
5.2a
5.2b
5.3a
5.3b
1 AVENUE S.
2 AVENUE S.
3 AVENUE S.
4 AVENUE S.
5 AVENUE S.
2 STREET W
1 STREET W.
CENTRE STREET
1 STREET E
MACLEOD TRAIL
LEGEND
Corporate Committee Properties
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

TABLE 1

SITE	EXISTING DESIGNATION	LAND USE	DENSITY	DEVELOPMENT GUIDELINES
1	DC (Direct Control) Bylaw 70Z84	Mixed Commercial and Residential Use	6.5 - 7.5 F.A.R. Maximum Commercial Component 4 F.A.R.	1. The maximum building height should be in the order of 45.72 metres. 2. The main floor shall be designed and built so as to be capable of accommodating a range of non-office commercial uses. 3. The following areas must be landscaped: a. all by-lawed right-of-way setbacks, b. boulevards, c. on-site yards, d. all roof deck areas overviewed by the development. 4. Each dwelling unit shall be provided with private outdoor amenity space in conformity with Section 20 (17) of By-law 2P80. 5. With the exception of government-assisted senior citizen housing, indoor or outdoor spaces or a combination thereof must equal 40 percent of the site area. 6. Parking is not permitted in front yards. 7. Special attention is to be accorded to providing Chinese motifs on buildings, signage, designs and landscaping.
1a	DC (Direct Control) Bylaw 70Z84	Mixed Commercial and Residential Use	6.5 - 7.5 F.A.R. Maximum Commercial Component 4 F.A.R.	See "A.R.P." Section IV.C(3)(a)(v) regarding policy recommendation protecting future public parking provision.

Table 1 Continued

SITE	EXISTING DESIGNATION	LAND USE	DENSITY	DEVELOPMENT GUIDELINES
2	DC (Direct Control) Bylaw 70Z84	Commercial	8 F.A.R.	DC Guidelines based on CM-2 provisions as specified in By-law 2P80 prior to October 1984. 1. There is no specified maximum building height. 2. A range of uses is allowed including commercial office, retail and residential. 3. Parking will be provided at a rate of 1 stall per 140 net square metres. 4. Plus 15 Connection and walkways must be provided.
3	DC (Direct Control) Bylaw 71Z84	Commercial	8 F.A.R.	DC Guidelines based on CM-2 provisions as specified in By-law 2P80 prior to October 1984. 1. There is no specified maximum building height. 2. A range of uses is allowed including commercial office, retail and residential. 3. Parking will be provided at a rate of 1 stall per 140 net square metres. 4. Plus 15 connections and walkways must be provided.
4	DC (Direct Control) Bylaw 50Z84	Commercial	11.2 F.A.R.	1. The maximum building height is 22 storeys. 2. A garden atrium is to be provided with a main entrance from 4th Avenue. 3. A specially designed "Chinatown" gateway +15 bridge across Centre Street must be provided and provisions made for a +15 bridge across 4th Avenue.

Table 1 Continued

SITE	EXISTING DESIGNATION	LAND USE	DENSITY	DEVELOPMENT GUIDELINES
4 continued				4. A minimum of 50 parking stalls shall be provided for public parking during the evening and on weekends when redevelopment occurs.
5(1)(a)	DC (Direct Control) Bylaw 51Z84	Commercial	91,042 m^2	1. Specific guidelines are included to ensure sunlight to public open spaces. 2. The generous provision of open space is required.
(1)(b)	DC (Direct Control) Bylaw 51Z84	Commercial	82,681 m^2	3. The construction of three +15 bridges is required. 4. The 2nd Avenue right-of-way is to be developed to a local road standard or as an accessway to private parking facilities.
5(2)(a)	DC (Direct Control) Bylaw 51Z84	Residential	15,049 m^2	1. The maximum building height should be in the order of 45.72 metres. 2. The main floor shall be designed and built so as to be capable of accommodating a range of non-office commercial uses.
(2)(b)	DC (Direct Control) Bylaw 49Z84	Residential	15,049 m^2	3. There shall be no commercial development above the first floor. 4. The following areas must be landscaped: a. all by-lawed right-of-way setbacks, b. boulevards, c. on-site yards, d. all roof deck areas overviewed by the development. 5. Each dwelling unit shall be provided with private outdoor amenity space in conformity with Section 20 (17) of By-law 2P80.

Table 1 Continued

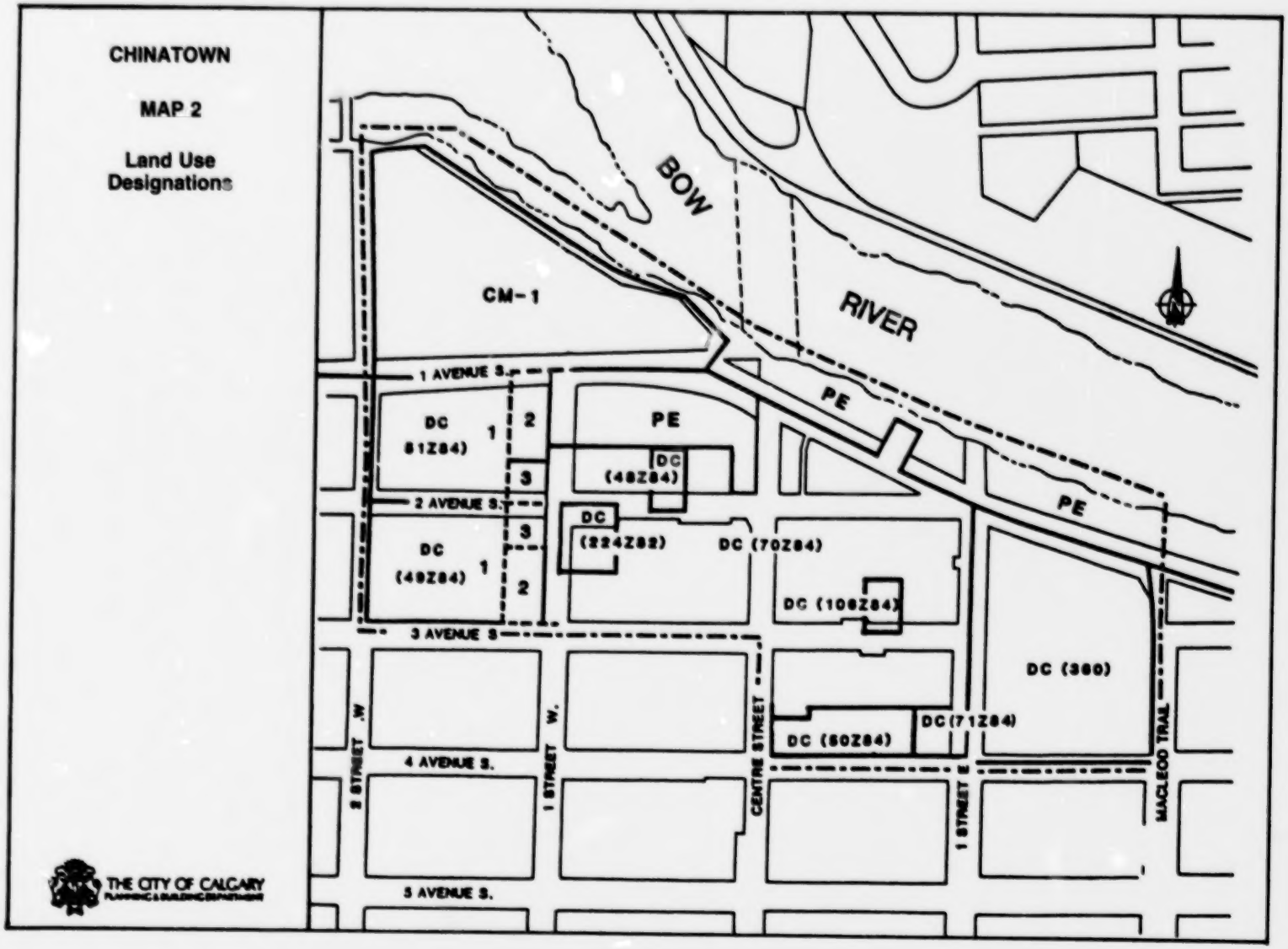
SITE	EXISTING DESIGNATION	LAND USE	DENSITY	DEVELOPMENT GUIDELINES
5(2)(a)&(b) continued				6. With the exception of government-assisted senior citizen housing, indoor or outdoor spaces or a combination thereof must equal 40 percent of the site area. 7. Parking is not permitted in front yards. 8. Special attention is to be accorded to providing Chinese motifs on buildings, signage, designs and landscaping.
5(3)(a) (3)(b)	DC (Direct Control) Bylaw 51Z84 DC (Direct Control) Bylaw 51Z84	Public Use	3 F.A.R.	The development guidelines as set out in Section 51 PE (Public Park, School, Recreation District) shall apply. This site was dedicated to the City by the adjoining owners and is to be developed as either a public open space or a Chinese Cultural Centre.
6	CM-1 (Central Business Commercial District)	Office	3 F.A.R.	The subject site should be redesignated P.E. (Public Park, School, Recreation District). Interim Use This City-owned site and building should continue to be managed by the City Land Department up to December 1986. The building should then be demolished and an interim landscaping treatment provided. Long-Term Use The site should be developed as a component of the Community and Riverbank open space system.

Table 1 Continued

SITE	EXISTING DESIGNATION	LAND USE	DENSITY	DEVELOPMENT GUIDELINES
7	CM-1 (Central Business Commercial District)	Commercial	3 F.A.R.	This site is currently subject to the CM-1 provisions as specified in By-law 2P80.
8	PE (Public Park, School Recreational District)	Community Park		The purpose of this district is to provide for recreational, educational and conservation uses including natural areas, parks and playgrounds, Public and Separate Schools and Utilities.
9	DC PE	Riverbank		With the exception of one small property east of Centre Street (see map) all riverbank property is under City ownership and designated PE.
10	DC (Direct Control) By-law 224Z82	Senior Citizens Apartment	126 units	1. The maximum building height shall be 15 storeys not exceeding 43 metres at any eaveline. 2. A minimum of 52% of the net site area plus any adjoining boulevards shall be landscaped. 3. A minimum of 35 off-street parking stalls (including one handicapped stall) shall be provided underground. 4. Provision, if determined to be necessary, shall be made for +15 links and systems to the satisfaction of the Approving Authority.
11	DC (Direct Control) Bylaw 106Z83	Senior Citizens Apartment	104 units	1. The maximum building height shall be 16 storeys not exceeding 45 metres at any eaveline. 2. A minimum of 33% of the net site area plus any adjoining boulevards shall be landscaped.

Table 1

SITE	EXISTING DESIGNATION	LAND USE	DENSITY	DEVELOPMENT GUIDELINES
11 continued				3. A minimum amenity area shall be in the order of 9 m^2 per unit. 4. A minimum of 21 off-street parking stalls shall be provided.
12	DC (Direct Control) Bylaw 48Z84	Residential and Commercial	6.5 - 7.5 F.A.R. Maximum Commercial Component 4 F.A.R.	1. The maximum building height should be in the order of 45.72 metres. 2. The main floor shall be designed and built so as to be capable of accommodating a range of non-office commercial uses. 3. The following areas must be landscaped: a. all by-lawed right-of-way setbacks, b. boulevards, c. on-site yards, d. all roof deck areas overviewed by the development. 4. Each dwelling unit shall be provided with private outdoor amenity space in conformity with Section 20 (17) of By-law 2P80. 5. With the exception of government-assisted senior citizen housing, indoor or outdoor spaces or a combination thereof must equal 40 percent of the site area. 6. Parking is not permitted in front yards. 7. Special attention is to be accorded to providing Chinese motifs on buildings, signage, designs and landscaping.
13	DC (Direct Control) Bylaw 360	Senator Harry Hays Federal Building	1.86 F.A.R.	1. The maximum building height should be in the order of 31.7 metres.


CHINATOWN
MAP 2
Land Use Designations
BOW
RIVER
CM-1
PE
PE
PE
DC (81Z84)
DC (48Z84)
DC (224Z82)
DC (70Z84)
DC (49Z84)
DC (106Z84)
DC (360)
DC (71Z84)
DC (60Z84)
1 AVENUE S.
2 AVENUE S.
3 AVENUE S.
4 AVENUE S.
5 AVENUE S.
2 STREET W.
1 STREET W.
CENTRE STREET
1 STREET E.
MACLEOD TRAIL
THE CITY OF CALGARY

IV. PUBLIC IMPROVEMENTS

A. Introduction

The "A.R.P." provides the overall plan of public systems for Chinatown by:

- identifying objectives,
- illustrating the systems on the attached poster (Section IV),
- establishing implementation strategies.

To implement improvements, a measure of flexibility is both necessary and desirable, therefore the more detailed elements of improvements and their relative priority are specified in the non-statutory "Chinatown Handbook of Public Improvements".

B. Objectives

The objectives related to the public systems are necessary to guide their future improvement and to provide a context for future development proposals.

1. Transportation Objectives

   a. To provide access to, and mobility within, the Chinatown area for transit, vehicular and bicycle traffic.

   b. To delineate clearly the function and purpose of individual components in the road hierarchy with respect to local and necessary through traffic circulation.

   c. To ensure the most efficient utilization of existing and future parking facilities.

   d. To provide an adequate supply of short-term parking.

2. Pedestrian Circulation Objectives

   a. To create an attractive pedestrian environment which:

      i. has sidewalks of sufficient size and appropriate design to accommodate the pedestrian volumes attracted to the adjacent commercial and residential uses;

      ii. is physically and psychologically comfortable and safe;

      iii. fosters a distinctive unified identity in Chinatown.

   b. To improve and facilitate pedestrian movement:

      i. across Centre Street in the short-term and long-term;

      ii. to and along the Riverbank adjacent to Chinatown.

3. Open Space Objectives

   a. To ensure that existing and future open spaces fulfill community needs.

   b. To provide a variety of open spaces including passive restful areas as well as active recreational facilities available to the public on both public and private lands.

   c. To enhance the Riverbank open space system with the addition of special features suited to Chinatown.

4. Human Services Objectives

To identify and make provision for services to the Chinatown community members to meet their recreational, educational, health and social needs in the context of governmental and other programs.

C. Implementation Strategies

1. Alternatives for Public Improvements

In order that the proposed improvements outlined in the "Handbook" and "A.R.P." can be realized, appropriate implementation strategies and mechanisms are essential. In Chinatown, the most important physical improvements require the greatest capital investment since they are directly related to road and pedestrian right-of-way reconstruction. These costs are exacerbated in Chinatown by the Bow River floodplain requirements and utility relocation costs to the extent that a conventional approach of full payment by adjacent owners is not considered feasible.

There are alternative approaches to implementation of the improvements in the public rights-of-way involving the following potential funding sources:

- a cost-sharing formula between the City and adjacent landowners, and
- the Chinatown Improvement Fund.

The Engineering and Planning & Building Departments are developing a cost-sharing formula proposal for Council's consideration. The "A.R.P." deals with the Chinatown Improvement Fund, which Council approved in principle on June 20, 1984.

2. Chinatown Improvement Fund

a. Introduction

Through Council's approval of the comprehensive Direct Control District governing the community Core, the achievement of maximum commercial and/or residential densities requires a contribution to the Chinatown Improvement Fund to provide off-site public amenities and improvements. This policy of contributions for improvements off-site in return for higher density is modelled on the existing policy for Downtown which Council approved in 1983. In order to administer the policy, a Chinatown Improvement Authority can be appointed by Council in accordance with the framework established in the "Chinatown Handbook".

b. Chinatown Off-Site Improvement Formula

The policy related to the central Downtown establishes the following formula for off-site improvements:

$$\text{cost for added unit of development floor area} = \frac{\text{average land value for a unit of site area}}{\text{potential density limit (F.A.R.)}}$$

In the CM-2 District, this formula can only be used to accrue density in excess of 15 F.A.R. and a maximum of 3 F.A.R. may be earned in this way.

In the Chinatown Core, the formula will be based on taking a development from 6.5 F.A.R. up to a maximum of 7.5 F.A.R. for mixed use or residential development and for taking commercial development from 3 F.A.R. up to a maximum of 4 F.A.R., i.e. the maximum density that can be earned is 1 F.A.R.

When Council established the formula for Downtown, it determined that the land value should be an average market value of Downtown land to make the earning of density in this manner equivalent to buying more land.

In the case of Chinatown, the land value component of the formula will be based on the market value of land in the Core area of Chinatown. However, in Chinatown, the off-site contribution is the only means by which a developer can contribute to the improvement of public spaces as opposed to elsewhere in Downtown where a developer can earn density for doing such improvements immediately adjacent to his site.

Thus it is proposed that in Chinatown, the land value component of the calculation be established at 50 percent of market value, to encourage its usage in improving the public environment, a major objective of this "A.R.P.". Given the limit of 1 F.A.R. on off-site contributions, a 50 percent value will not impact land values or other developers in Chinatown adversely. Therefore, the new formula for establishing the off-site contribution in Chinatown would be as follows:

$$\text{cost for added unit of development floor area} = \frac{\text{1/2 average land value for a unit of site area}}{\text{potential density limit (6.5 F.A.R.)}}$$

c. Allocation of Chinatown Improvement Funds

The two highest priority improvement initiatives identified by the Chinatown community at the present time are sidewalk and roadway reconstruction and development of a Chinese Cultural Centre. In addition, there are other improvements, such as those to open spaces, which are highly desirable. While these are the current priorities, different proposals may become more important over time.

Accordingly, it is recommended that contributions to the Chinatown Improvement Fund be targeted to these projects based on the following proportions:

Sidewalk and Roadway Construction	33%
Chinese Cultural Centre (capital costs only)	34%
Miscellaneous Improvements (including open space improvements)	33%

To ensure the most effective utilization of available funds, contributions of $30,000 or less should not be split according to this formula but rather should be allocated to those projects which can be realized in a shorter time-frame. Should the Fund accrue a total of $100,000 or more through individual contributions of less than $30,000 and without a specific approved allocation, the monies

should be disbursed according to the above formula. Over a five year period, the Fund expenditures should reflect this proportion. This funding allocation should be reviewed within five years in light of changing conditions. Decisions on the expenditure of monies from the Chinatown Improvement Fund will be made by Council acting on the advice of the Chinatown Improvement Authority.

3. Parking Strategies

In Chinatown, the parking issue has been identified as important and has resulted in several initiatives being taken already, including:

- specific parking standards for Chinatown as approved in the D.C. District 70Z84,
- incorporation of requirements in the relevant D.C. Districts for evening and weekend use of existing private parking lots and future parking structures on the higher density commercial properties in Chinatown,
- consultation for the after-hours use of the garage in the Senator Harry Hays Building.

It is recognized that these initiatives alone will not remedy Chinatown's parking "problem" since there will remain shortfalls due to the under-provision of spaces in older existing buildings, the inability to provide all required parking on-site due to the small site sizes and the absence of lanes for parking access. In the past, parking requirements for developments have often been relaxed so as not to stifle or frustrate small-scale development.

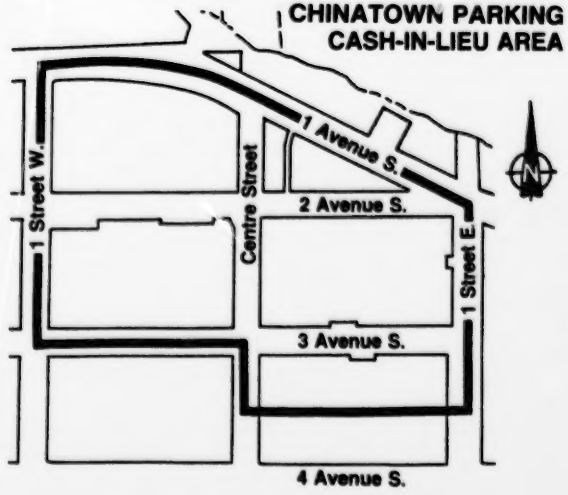
Many people view the present level of congestion in Chinatown as a positive element which enhances the area, projecting an image of vitality. It is assumed, however, that there is a point at which the lack of parking will begin to hinder further development within Chinatown.

To deal with parking, the following policies have been developed.

a. Parking Cash-in-Lieu Policy

i. Introduction

In October of 1984, Council approved a D.C. District (70Z84) which included new parking requirements in Chinatown. It is proposed to establish a unique parking cash-in-lieu policy for the Chinatown Core; that is, the area between 1st Street West and 1st Street East, north of 3rd Avenue South, west of Centre Street and north of a line midblock between 4th and 3rd Avenues South to the east of Centre Street.



Recognizing that it is not always feasible to provide parking on site, the D.C. guidelines envisaged the introduction of a parking cash-in-lieu payment to provide a workable option instead of the relaxation of parking requirements where these cannot be met on-site. It does not discourage on-site parking provision where that is practical, since this is important to satisfy needs.

ii. Purpose of Parking Cash-in-Lieu Fund

Through the planning process, a number of alternative uses of this Fund were investigated, and a position has emerged which would see the Fund being used for the provision of more parking in Chinatown. The Fund could possibly be used for the eventual construction of a parking structure, in addition to other less costly initiatives related to signage and other appropriate embellishments. The Calgary Parking Authority has been consulted throughout this process and is currently undertaking a comprehensive feasibility study for a parkade in the northeastern part of Downtown including Chinatown.

iii. Parking Cash-in-Lieu Rate

Council has approved a Cash-in-Lieu of Parking Payment Rate used in Downtown based on the cost of constructing structured parking stalls. There is a concern that if the payment rate for cash-in-lieu of parking is too high, it will severely prejudice the development of many smaller and typically lower density sites throughout Chinatown for which structured parking is not a viable alternative, allowing only larger site developments, or creating considerable pressure for future parking relaxations without any contribution to a parking solution.

It should also be recognized that one of the major commercial uses anticipated to be concentrated in Chinatown which may have difficulty securing on-site parking is restaurants. In Chinatown, restaurants are required to provide parking at the rate of 1 stall per 140 net square metres whereas in the rest of the Downtown there is no requirement for restaurant parking. Having regard to the site constraints and the restaurant requirements, it is recommended that the Chinatown parking cash-in-lieu rates be set at half of the rate established in the Downtown, with the accrued payments to be used in Chinatown. It is recognized that this half rate cannot produce the full number of stalls required by the D.C. District, building in the possibility of shortfalls. However, such a rate provides some balance in recognizing the difference in requirements between Chinatown and the rest of Downtown, both in terms of the size of site assemblies and the restaurant parking requirements.

The payment of cash-in-lieu would be required in conjunction with Development Permits for new developments and additions to existing developments in the Chinatown Core which cannot provide sufficient on-site parking. It may occasion-

ally be required for other changes of use necessitating a Development Permit. In other respects, the payments will be handled similarly to those in the rest of Downtown with respect to refundability, rate-setting dates and so on.

iv. Administration of Chinatown Parking Cash-in-Lieu Fund

Any funds received for cash-in-lieu of parking in Chinatown shall be kept in a separate Fund which the Calgary Parking Authority shall administer. In utilizing this Fund, the Parking Authority should consult with the Chinatown Improvement Authority as well as the Civic Administration so that initiatives are co-ordinated with the Improvement Authority's larger program.

v. Public Off-Street Parking in Chinatown

The Calgary Parking Authority presently operates a surface parking lot with 75 parking stalls on City-owned land on the southwestern corner of 3rd Avenue South and 1st Street East. This constitutes a very important element in the present parking inventory and, prior to its elimination, at least an equivalent alternate supply of public short-term stalls should be secured in Chinatown. Options to achieve this would include structured parking allocated for public use in a comprehensive development on this site.

4. Human Services

An important objective of this plan relates to ensuring adequate "soft" services to people, which requires ongoing monitoring of local needs and responding to those needs. Services and programming for Chinatown are provided through a variety of governmental and community-based groups, some with a physical presence in the area and others without. The "Chinatown Handbook" deals with the community's special needs in more detail with specific recommendations.

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